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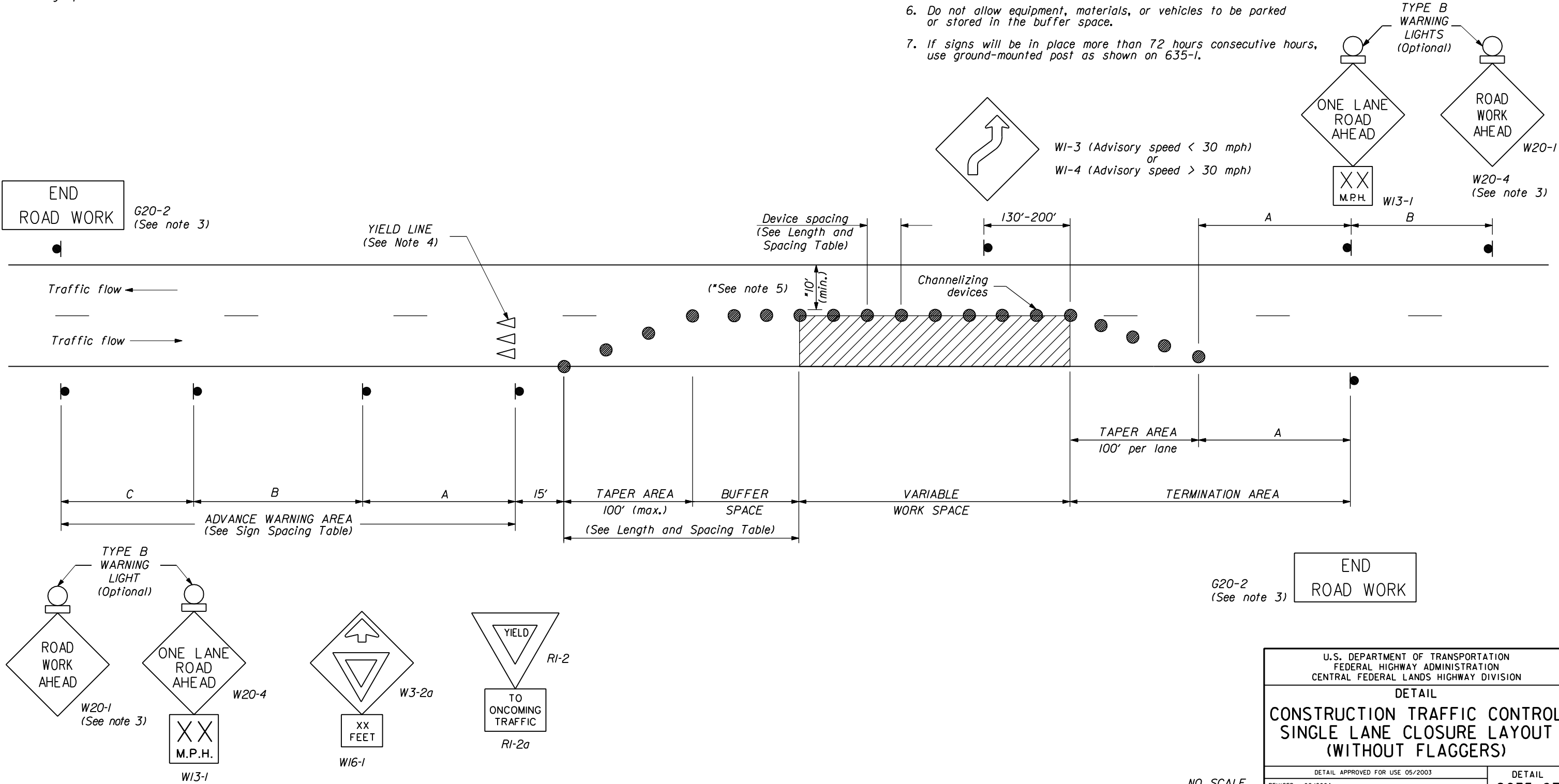
LENGTH AND SPACING TABLE				
APPROACH SPEED * MILES PER HOUR	LENGTH OF BUFFER SPACE IN FEET	CHANNELIZING DEVICE SPACING		
		TAPER AREA	BUFFER SPACE	WORK SPACE
		SPACING IN FEET		
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110

* Speed is based on the regulatory posted speed and not the traffic control warning speed.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban 40 mph and less	100	100	100
Urban 45 mph and greater	350	350	350
Rural	500	500	500
Expressway/Freeway	1000	1500	2640

NOTE:

1. Use this layout only if sufficient gaps in oncoming traffic exist for traffic that must yield, and if drivers from both directions are able to see approaching traffic through and beyond the work site.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. If lane closure is completely within the project limits, eliminate the 'ROAD WORK AHEAD' sign (W20-1) and the 'END ROAD WORK' sign (G20-2).
4. Provide yield lines that comply with Section 3B.16 of the MUTCD, if the roadway surface is paved.
5. Refer to Special Contract Requirements, Section 156, for project specific minimum width.
6. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
7. If signs will be in place more than 72 hours consecutive hours, use ground-mounted post as shown on 635-1.



NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION CENTRAL FEDERAL LANDS HIGHWAY DIVISION	
DETAIL CONSTRUCTION TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT (WITHOUT FLAGGERS)	
DETAIL APPROVED FOR USE 05/2003 REVISED: 06/2004	DETAIL C635-07